

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIV. No. 4669. 號一廿月六年八十七百八千一英

HONGKONG, FRIDAY, JUNE 21, 1878.

日一廿月五年寅戊

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOSCH, Ludgate Circus, E. C. BATES, HENDY & CO., 4, Old Jewry, E. C. SAMUEL DRACON & CO., 160 & 164, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROBY, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WILD, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & CO., Square, Singapore. C. HEINZELN & CO., Manila.

CHINA.—Macao, Messrs A. A. DE MELLO & Co. Swatow, CAMPBELL & Co. Amoy, WILSON, NICHOLLS & Co. Foochow, HEDDER & Co. Shanghai, LANE, CRAWFORD & Co. and KERRY & WALKER, Yokohama, LANE, CRAWFORD & Co.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,000,000 Dollars.

COURT OF DIRECTORS.
Chairman—F. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. BRILLIANT, Esq. ADAM LIND, Esq.
H. L. DALRYMPLE, Esq. WILHELM MEINERS, Esq.
H. HOPKINS, Esq. W. S. YOUNG, Esq.
Hon. W. KESWICK.

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.
MANAGER.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, February 27, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.
RESERVE FUND, £150,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong.

grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.
Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

TUESDAY,

the 25th June, 1878, at 11 o'clock a.m. precisely, at the Godowns of Messrs NORRIS & Co., Duddell Street,—

An Invoice of Assorted PRINTING TYPES, BORDERS, LEADS, &c.; also a Lot of PRINTING, CARTRIDGE, LETTER, FOOLSCAP, and NOTE PAPER, and ENVELOPES.

Terms of Sale.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

HUGHES & LEGGE,

Auctioneers,

Hongkong, June 5, 1878.

For Sale.

LAMBERT, ATKINSON & CO.

HAVE FOR SALE.

VEYRONS' FRENCH COFFEE MACHINES. Assorted Sizes, New System, with Automatic Lamp.
COFFEE ROASTERS, and **COFFEE MILLS.**
SETS OF GARDENING UTENSILS.
GENTS' TOOL CHESTS.
MASSEY'S PATENT LOGS.
METALLIC MEASURING TAPES, in strong Leather Cases.
SPIRIT LEVELS, HAMMERS.
DOG COLLARS and CHAINS.
SAILORS' SEWING and ROPING PALMS.
COPPER SIGNAL LAMPS, & MAST-HEAD LAMPS, fitted with Dioptric Lenses according to the latest Admiralty regulations.
DIOPTRIC LENSES for Signal Lamps.
PORTHOLE GLASSES, assorted sizes.

BOOKS.

TRAVELLER'S GUIDE BOOKS.
LETT'S DIARIES, for 1878.
NOVELS, SCHOOL BOOKS.
WORKS OF REFERENCE and GIFT BOOKS.
SHEET MUSIC and SONGS.

IMPERIAL TRACING PAPER.
RODGERS' CELEBRATED CUTLERY.
MAPPIN BROS.'S SCISSORS.
MANIFOLD WRITERS.
LETTER SCALES.
STATIONERY of ALL KINDS.
BROWN WRAPPING PAPER.
CARD-BOARD, Assorted Colours.
DATE RACKS, INVOICE FILES.
QUILL PEN-MAKING MACHINES.
UNDERWOOD'S BLACK WRITING INK.
MAUVE INK.
MAYNARD & NOYES' WRITING and COPYING INK.
MUCLAGE, &c., &c., &c.

KELLY & WALSH'S

CELEBRATED SMOKING MIXTURE,

and

HAPPY THOUGHT TOBACCO.

Very Fine MANILA CIGARS, CIGARETTES, &c., &c.

BARCLAY & PERKINS' PORTER, in Hhds. and Kilderkins.

Finest CHERBOURG BUTTER, in Bottles.

Hongkong, May 6, 1878.

MacEWEEN, FRICKEL & Co.

FOR SALE.

EX RECENT ARRIVALS.

HUBBUCK'S

White Zinc Paints,
White Lead,
Red Lead,
Venetian Red,
Green Paint,
Black Paint,
Brown Oxide,
Yellow Paint.

HUBBUCK'S PALE BOILED LINSSEED OIL.

In 5 Gallon Drums and Barrels.

VARNISHES—

Opal,
Black and Bright.

CORDAGE—

Europe Rope. Bolt Rope.
Husseline. Marline.
Hammerline. Ratline.
Spun yarn. Signal Halliards.

BUNTING—All Colours.

HEMP Seaming Twine.
Hemp Roping Twine.
Cotton Twine.

HENRY'S CANVAS.

COTTON DUCK,
Nos. 1 to 8.

COTTON RAVENS,
8, 10 and 12 oz.

RUTHERFORD'S ALL LONG FLAX AND NAVY BOILED CANVAS.

ASH OARS,
14, 16, 18, and 17 feet long.

ENGINE PACKING
(TUCKS ROUND),
ALL SIZES.

CANVAS INSERTION,
PURE GUM.

Hongkong, June 18, 1878.

COAL.

BEST QUALITY CARDIFF STEAM COAL for Sale, ex Godown.

Apply to

BATTLES & Co.

Hongkong, December 3, 1877.

NOW READY.

A CHINESE DICTIONARY in THE

CANTONESE DIALECT. Parts I. and II., A to M, with Introduction. Royal 8vo., pp. 404.—By ERNEST JOHN ERNST, Ph.D. Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KERRY & WALKER, Shanghai.

Hongkong, March 1, 1878.

For Sale.

EX LATE ARRIVALS.

DRAWING PAPER.

FABRICA'S EAU DE COLOGNE.
TRACING PAPER and CLOTH.
QUININE.

RED INK for STEEL PENS.
BASS' ALE and GUINNESS'S STOUT, bottled by Foster.
PRICKLY HEAT SOAP.
SUMMER SOCKS.

LAWN TENNIS BATS and BALLS.
NEW SHIRTS and COLLARS.
GRAPHOSCOPES.
STUDENT'S DICTIONARIES.
PEN-MAKING MACHINES.
CARBOLIC ACID.

NEW PLAYING CARDS.
IRIDESCENT FLOWER VASES.
IRIDESCENT SPECIMEN GLASSES.
FLOWER TROUGHS.
ELECTRO-PLATED WARE.
AMERICAN ICE PITCHERS.
TABLE CUTLERY.
GOLD LEAF TOBACCO.
THE NEW LIFE JACKET.
G. B. D. PIPES.
IRISH CONSTABULARY REVOLVERS.

LANE, CRAWFORD & Co.

Hongkong, June 13, 1878.

CHINA SUGAR REFINING COMPANY, LIMITED.

THIS REFINERY MANUFACTURES

LOAF SUGAR, (in 5, 10, and 15 lbs. Loaves).
Cut and Powdered LOAF SUGAR.
CUBE SUGAR (Ips's Patent).
CRYSTALLIZED SUGAR, mark C. S. R. (in diamond) 4 IIII*.
Fine WHITE SUGAR, mark C. S. R. (in diamond) 4 IIII*.
Medium WHITE SUGAR, mark C. S. R. (in diamond) 4 II*.
Fine YELLOW SUGAR, mark C. S. R. (in diamond) 4 II*.
COFFEE SUGAR, mark C. S. R. (in diamond) 2 I.
GOLDEN SYRUP, SYRUP, and MOLASSES.
SEPIRITS of WINE and LAMP SPIRIT.
RUM, 45°, 50°, O. P., and Naval.
ANIMAL CHARCOAL and DUST.
AMMONIACAL LIQUOR, from Bones.
BONE TAR (a preventive of white ants).
ROUGH BONE TALLOW.

Packed in Quantities and Packages to suit Customers.

Particulars and Prices on application to

THE MANAGER,
CHINA SUGAR REFINING CO., LIMITED,
East Point, Hongkong.

March 5, 1878.

NOTICES OF FIRMS.

NOTICE.

THE Interest and Responsibility of Mr S. J. DAVID in our Firm at this Port, and in China, CEASED on the 31st December, 1875.

E. D. SASSOON & Co.
Hongkong, June 14, 1878. j14

NOTICE.

THE Interest and Responsibility of Mr ARTHUR CHART in our Firm CEASED on the 31st December last.

J. INGLIS & Co.
Hongkong, June 13, 1878. del3

NOTICE.

THE Interest and Responsibility of Mr EDWARD CUNNINGHAM in our Firm in Hongkong and China, CEASED on the 31st December last.

RUSSELL & Co.
China, March 8, 1878. seb

NOTICE.

THE Interest and Responsibility of Mr THOMAS MERCIER in our Firm CEASED on 31st December last.

THOMAS & MERCIER.
Canton, May 23, 1878. j25

NOTICE.

THE Interest and Responsibility of the Undersigned in the Chinese Mail, 華字日報 (Wah Tze Yat Po), CEASED on the 1st August, 1877, but Debts prior to that Date will be received and paid by him.

CHON AYIN.
Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Undersigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr LEONG YOOK CHU, as Translator and General Manager of the newspaper, which under its new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG CHIM,
Lessee of the Hongkong Chinese Mail,
Hongkong, April 6, 1878.

Intimations.

DENTAL NOTICE.

D. R. ROGERS begs to intimate to his Friends that he is about to visit SHANGHAI, and will be absent from Hongkong from April 1st to June 15th.

Hongkong, March 4, 1878.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

HENRY B. HYDE, President.
J. W. ALEXANDER, Vice-President.
SAMUEL BOBROW, Secretary.
A. A. HAYES, Jr., General Manager, for China and Japan.

PRINCIPAL OFFICE,

120, BROADWAY, NEW YORK.

Assets.....\$31,700,000
Surplus.....\$ 5,500,000

THE Undersigned having been appointed Agents in Hongkong, China, for the above Company, are prepared to Accept Risks at greatly reduced rates and upon terms very favourable to the assured.

For full information and particulars, apply to

OLYPHANT & Co.,
Agents.
Hongkong, January 21, 1878.

DEVON'S BRILLIANT OIL.

RELIABLE,
ECONOMICAL,
SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our package. Suits at law have been instituted against the IMITATORS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVON'S BRILLIANT" are stencilled on the cases, and the words "DEVON MFG CO. PATENTS" are stamped on the top of the can.

THE DEVON MANUFACTURING Co.,
80 Beaver and 127 Pearl Streets,
[111] NEW YORK, U. S. A.

Intimations.

BALL'S

NECTAR CORDIAL,
MADE FROM HERBS,
A STIMULANT AND APPETIZER.

WHOLESALE AGENTS FOR GREAT BRITAIN:
MESSRS. GEO. OURLING & Co.,
St. Mary Axe, London.

W. BALL,
China Dispensary, Hongkong.

June 20, 1878. j120

CONSULADO DE ESPAÑA.

HASTA el día 30 del corriente a las 12 del medio día se recibirán en este Consulado, por pliegos sellados proposiciones para la subasta de las OBRAS DE REPARACIONES que hay que ejecutar en el Transporte de Guerra Español "MARQUES DE LA VICTORIA."

En la Cancillería de este Consulado está de manifiesto el detalle de las Obras y el pliego de Condiciones para la subasta.

EDUARDO TODA.

Hongkong, 20 de Junio de 1878. j1

HONGKONG & CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 19th to the 28th instant, both days inclusive.

THOS. D. C. PARKER,
Acting Manager.

Hongkong, June 4, 1878. j28

THE CHINESE INSURANCE CO., LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 20th to the 30th instant, both days inclusive.

By Order of the Board of Directors,
OLYPHANT & Co.,
General Agents.

Hongkong, June 10, 1878. j1

NOTICE.

LANE, CRAWFORD & Co. are prepared to SUPPLY FAMILIES and SHIPS with the SUGARS MANUFACTURED by the ORIENTAL SUGAR REFINERY.

Hongkong, June 18, 1878. ti

IMPERIAL GERMAN CONSULATE, HONGKONG, JUNE, 1878.

TENDERS are invited for the Supply of STORES, PROVISIONS and MATERIAL to the Vessels of the IMPERIAL GERMAN NAVY calling at Hongkong during the period of One Year, beginning on the 1st October, 1878, and ending on the 30th September, 1879.

For Particulars and Forms of Tenders apply at the Office of this Consulate to the Secretary, Mr LOUIS HAUSCHILD, between the Hours of 7 and 10 in the Morning.

J. v. SODEN,
Consul.

j25

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "YESSO,"
Capt. S. ASTON, will be despatched for the above Ports on SUNDAY, the 23rd instant, at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LAIDLAK & Co.
Hongkong, June 19, 1878. j23

FOR SINGAPORE AND PENANG.

The British Steamship "BENLEDI,"
Captain E. HANAN, will load here for the above Ports, and will leave this on TUESDAY, the 25th instant, at 4 p.m.

For Freight or Passage, apply to

HOP KEE.
Hongkong, June 20, 1878. j25

MONTHLY SERVICE.

FOR COOKTOWN, SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN if sufficient inducement offers).

taking Cargo and Passengers for all Australian and New Zealand Ports, TASMANIA, NEW CALEDONIA & FIJI.

The Australasian Steam Navigation Co.'s Steamship "OCEAN,"
R. EDMONDSON, Commander, will load at COOCHOW and THIS as above, receiving despatch hence on or about the 25th instant.

For Freight or Passage, apply to

GEO. R. STEVENS & Co.,
Agents.
Hongkong, June 13, 1878. j28

FOR LONDON.

The Steamship "CALDEA,"
ROBERT BAYNE WILLIAMS, Commander, will be despatched as above on or about the 15th July.

The "Caldea" has good Accommodation for First-class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.
Hongkong, June 8, 1878. j18

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custody and imprisoned, but the head man it was found was under the protection of the American firm. Mr Lincoln is credited with the emission of some serious vapouring at this critical stage of the operations, about the involubility or otherwise of every house on Shantung, previous to the liberation of these native depots. But that is unimportant. The air of suspicion got colder round the scheme; it was said that the agents had gone to the villages and induced many labourers to come to the depot, that clothes and money had been supplied to them, that the depreciated paper money of the Peruvian currency had been represented to them as dollars, and that receipts or passage-tickets had been issued to them erroneously stating that a certain sum had been received as passage money. An examination of these labourers, candidates for emigration, was therefore decided upon; and the efficient services of the Commissioner of Customs (Mr McLeavy Brown) were called into requisition. While this business was being carried out, and some of the surmises above given were apparently confirmed, seven of the labourers came forward, threw down their tickets, and saying that they thought there was something wrong about the affair, refused to proceed in the ship. These circumstances did not tally with the repeated and doubtless well-meant assurances given by Messrs Olyphant or their Consul that the emigration was to be a strictly free bond *file* and passenger emigration. The Chinese authorities freely admitted that the system was very different from that formerly carried on at Macao;—said that it was a peculiar emigration, which they had no means of regulating but by the Regulations of the Convention of 1866;—and that if they permitted the labourers to go other than "at their own expense," they would incur grave responsibility.

This, roughly speaking, is a fair sketch of the present collapse of the Peruvia affair, and I cannot help thinking that it was due to some measure to the indiscretion first of the American Minister and secondly of the American firm who are agents for the Company. Probably the attitude of the Great Powers—notably Mr Pope Hannessey and Lord Carnarvon's despatch—may have had something to do with the failure to launch the system. But had as much discretion been exercised in this matter in Canton as was shown in Peking in 1876, I fancy that the desires of Messrs Olyphant & Co, to make money, and to do it honestly by shipping cargo and labourers to Peru, would have now been nearer realization than they at present seem to be.

Police Intelligence.

(Before Both Magistrates.)
June 21, 1878.

DARING ATTEMPT AT ROBBERY.

Wong Ahwai, a carpenter, was charged as follows:—Captain W. Waring, sworn, stated that he was master of the S.S. *Gordon Castle* and expected to leave the harbour to-day and there was no certainty of a speedy return. Between 4 and 5 p.m. yesterday he was in company with Captain Hyde of the S.S. *Perambuco*, standing on the footpath of the Queen's Road, looking into the window of a curiosity shop, when a Chinaman suddenly pushed against him, and he saw the hand of the man being withdrawn from the breast-pocket of his coat. He noticed a roll of notes in the man's hand (\$78 altogether), which roll of notes witness had in his pocket a minute or two previously when making a purchase in a shop near to the curiosity shop. Witness immediately sprang at the man and seized hold of him by his jacket. The prisoner is that man. Witness continued:—The prisoner dropped the roll of notes on the ground, and I picked them up with one hand, the same notes now in Court, whilst I held on to the prisoner with the other. The prisoner contrived to shuffle himself out of his jacket, and I then seized hold of him by the neck. He resisted with great violence and it was only by the assistance of Captain Hyde that he was secured. A Parsang gentleman called a constable, the same in Court, (points out Sikh constable 545) and prisoner was taken to the Station. In reply to the prisoner witness stated "You were sitting down smoking a cigar, and I did not jostle against you. I did not drop the notes from my pocket and they fell just in front of you."

Captain Hyde gave corroborative evidence. He said the prisoner struggled very hard to get away and he (witness) caught him by the queue. It was with great difficulty he was held until the arrival of the constable.

The defendant in defence said he was sitting on the pathway smoking when the first witness passed and knocked against him, and a roll of notes fell to the ground near him. The first witness then caught hold of him and gave him into custody.

The defendant was identified as having been twice previously convicted of larceny. The Magistrates sentenced him to 2 years imprisonment with hard labour.

(Before C. V. O'neill, Esq.)

DRUNKENNESS.

W. White, Marine H.M.S. *Shannon*, was fined 50 cents for being drunk and disorderly.

Marine Court.

(Before J. P. McEuen, Esq., Acting Marine Magistrate.)
June 20, 1878.

REBIDUS CHARGE AGAINST THE CAPTAIN OF THE BRITISH BARQUE "PER ARDUA." At the Marine Court yesterday Captain Alexander Taggart, master of the British barque *Per Ardua*, was summoned at the instance of several of his crew for assaulting and ill-using them on the high seas.

Mr Wotton appeared to watch the case on behalf of the defendant. The complainants were Henry Page, George Hartley, Peter Quorod, George Howard, Alexander Leander, Henry Kahler and George Ross, all able seamen.

Page said that he was assaulted because whilst shipping iron under the top-gallant forecastle, he had struck his finger with the iron, and the second officer, seeing him stop working, ordered him to go on with his work. The complainant said it was a pity there were no slaves on board the ship, and the Captain hearing of this went forward and struck complainant with a bucket. Defendant then ordered the cook to make a pudding

hot poultice to put on his (complainant's) finger, and he was expelled to apply it to his finger, although he complained that it was too hot. The defendant subsequently assaulted him whilst he was at the wheel, and chased him round the poop.

In reply to Mr Wotton, complainant said that the reason the defendant struck him was because he had said it was a pity there were no slaves on board the vessel. Complainant denied having made use of any such expressions. He admitted that when he was assaulted the second time, he was not paying proper attention to his steering, but denied that he was two points off his course. He admitted that the poultice which the Captain ordered to be applied to his finger did him a deal of good.

Hartley's complaint was that he had been assaulted whilst hauling on a rope. The defendant struck him several times, and made use of the most disgusting language. The blows, he said, were not hard, but the defendant was endeavouring to annoy him, as he complainant had written some remarks in a pocket-book reflecting on the manner in which the Captain and officers had treated the crew. The defendant had caused the book to be stolen from him, he was sure of this, as on Sunday morning defendant called complainant and told him before all the company that he was glad to find complainant could write such a good hand, and if he liked he would take him into the cabin and teach him navigation. Although it was Sunday complainant was told to go and grease the masts, and because he refused he was locked up in one of the state rooms, and after being confined there three hours he asked for some water, but could get none. He was let out about 8 o'clock.

In reply to Mr Wotton: Complainant said he was drunk when the ship was lying off Tilbury Forts, and did not remember having struck the carpenter. If he had done so, he would have apologized as soon as he got sober. The carpenter had no mark on his face the next day. The officers would not allow him to go amongst the powder as he was drunk.

Quorod's complaint fell to the ground, he could not substantiate his charge against the Captain, but said he had been assaulted by both the Captain and carpenter, the latter of whom it appears was acting as second mate, the second mate having been disgraced. The carpenter admitted striking the complainant, but denied that the Captain did so; the complainant was the assailant, having skinned the Captain's eyes, whereupon he (the carpenter) struck complainant. The second mate had been disgraced because he was found incapable of keeping a proper control over his watch.

Howard complained that the defendant had struck him with a knotted rope, and he was then ordered to haul on the main sheet. The defendant had continued to abuse him daily ever since. The first assault occurred on the 10th instant, and on the 14th he again struck him with his open hand, tried to push his fingers in complainant's eyes, and kicked him on the nose (showed mark). The Captain remarked that he was how he would show complainant what he cared for the rules of Hongkong. Complainant was made to change his shirt, throw it overboard, and put on one of defendant's. The Chief Officer was told to allow complainant 15 minutes to wash his nose, and if it was not done by that time, to get some sand and canvas to scrub it.

In reply to Mr Wotton, complainant denied making use of bad language before two ladies on board the ship off Tilbury. Leander said he was assaulted by the defendant whilst he was at the wheel one day last April. The defendant struck him so violently that his eyes swelled up and he could not see out of them, and whilst in this state the defendant ordered him to take the wheel again. Complainant denied that the studding-sail boom was carried away by his (complainant's) careless steering, it was blowing hard at the time.

Kahler also complained that the defendant assaulted him, but this case was postponed until to-day for further evidence.

Ross said that he complained of swollen legs he asked to be relieved from the wheel as he could not stand. Mr Black (the late second officer) said "wait a minute and I will get a relief for you," complainant fell down, and the Captain then coming upon deck, asked what was the matter. Complainant told him, and he (defendant) said "Oh! lay down and die, God d— you." The defendant did not strike him. The Captain some days later threw his (complainant's) oil-skin coat overboard.

Mr Wotton on behalf of the defendant admitted the assault on Taggart and Hartley, and also admitted having thrown Ross's coat overboard because it was lying on a newly painted house. He had the pocket book belonging to Hartley on board the ship.

His Worship described the conduct of the defendant as unbecoming an officer, and said that it was calculated to create a mutiny on board. He had never heard of such a case in the Colony before in connection with a British ship, as seven summons against a master at one time. He hoped that this case would prove a warning to him for the future. He was fined £2 for the assault on Page, £2 for the assault on Hartley, £3 for the assault on Leander. The charges preferred by Quorod and Ross were dismissed, but the Captain was ordered to replace the coat he had thrown overboard belonging to the latter, and was further ordered to produce in Court the pocket book he had belonging to Hartley.

June 21, 1878.

The complaint made by Henry Kahler was re-opened to-day, but dismissed for want of evidence. The witnesses called by the complainant saying they did not see any assault committed.

THE "PER ARDUA" AGAIN.

Alexander Honeyman, chief officer, and Joseph Wilson, carpenter and sailing second officer, were charged with assaulting and ill-using George Howard, a seaman, belonging to the same vessel. The first assault was committed by the carpenter, because the complainant was found examining the pumps. The carpenter told him to mind his own business, that he (the carpenter) would look after the pumps, and he called complainant a d—d son of a b—d. The complainant got his hand out.

Mr Wotton, who appeared for both defendants, said that the affair was simply a free fight. Fined 10 shillings.

The second assault was made by the Chief Officer. Witnesses were called who swore to having seen him kick and strike the complainant in a furious manner. He had no boots on at the time. Mr Wotton said that defendant admitted pushing the complainant with his foot and striking him with his open hand. Fined £1.10.

THE NEW CARBON MOTOR.

(Alta California.)

Yesterday afternoon there was a very interesting exhibition of the new Carbon Motor, at the Risdon Iron Works, on Spear street. A large number of scientific and other gentlemen were present.

The idea of a carbon motor is not new, but it was never carried to a successful development for practical, economical purposes, until Mr Thomas Mr Fell, of New York, developed the principle of the use of the pure glycerine as a medium and temperizer for the heating of the carbon or holler compound, or bath. Previously, oils and other liquids had been used, but, of course, as carbon soon formed with them a chemical union which was solid in form, it was impracticable to continue the working for any but the shortest time. The perfect carbon motor, however, was the goal toward which the inventor of the so-called Keely Motor tended. But he failing to perfect, it was laid by spurious means to attempt that which his lack of inventive genius did not enable him to perfect. The use of the glycerine has also the qualities of being the best lubricator in the world, though not an oil, and thus can be constantly used on all parts of the boiler. It can be heated to 500° or more sensible temperature without absorbing any latent heat or decomposing. It is fluid at all temperatures. Its "connection" for heat from coal is twice or more than that of water, as it is dry and free from aqueous moisture. It covers the "crown sheet or water line" at all times, thereby avoiding explosions or constant engineering care, and being limited to moderate pressure, avoids weight or explosion on the boiler sides, from which explosions and leakages sometimes occur. It is a perfect preserver of metals, and, having no sediment, all incrustations are prevented; and, finally, no blowing out is required. It is comparatively inexpensive, costing but 35 cents a gallon.

The principle of the new Motor is extremely simple, but wonderfully efficacious. The boiler is partially filled to the "crown sheet" with glycerine; heat is applied, and then small quantities of bi-sulphide of carbon are pumped in. The result is that a motor is developed, that, with the same increments of heat is as three to one, when compared with steam. After utilizing the carbon to propel the engine, the vapor is condensed for re-use, there being no loss if the mechanical parts are tight and the liquid pure. The coal consumed is not one-third of what is now used by the most perfect steam engine. The vapor is easily condensed with air or water. The bi-sulphide of carbon used is liquid carbon in its pristine purity. By a process of Mr Fell's it is manufactured at five cents a pound. As showing the elastic force of vapors of sulphide of carbon and steam at given temperatures we have this table:

	Force in inches of mercury.	Pounds pressure.
Sulphide of carbon, 110° =	30.00 =	
212° =	126.00 =	63
279° =	300.00 =	150
347° =	606.00 =	303
Steam, 180° =	9.46 =	
212° =	30.60 =	15
279° =	95.88 =	48

On Monday Mr George W. Dickie, the engineer of the Risdon Iron Works, made a searching and thorough test of the carbon motor as compared with the steam motor. The result is embodied in the following paper. The experiments were made by an agreement with the inventor, and consisted in first running a steam engine with steam in the usual way, and then running the same engine with the vapor of bi-sulphide of carbon. Under the same conditions, a new 68-horsepower steam engine, and a vertical boiler to suit, was used for the test. The exhaust steam was passed, first through a heater to a surface condenser, and the condensed water pumped back to the boiler through the heater. The water that passed through the condenser was weighed, and its temperature recorded. The engine was retarded by a brake loaded by a spring balance, and the load recorded on a continuous card, a clock giving motion to the card. The feed pump was driven from the engine, and is not included in the power card. The first was the steam test. Steam was got up to 60 pounds, and the fire all taken out, and made up from the weighed fuel, which was the best quality of Welsh coke. As will be seen from the card, the engine started at 12 P.M., and was kept running up to 9 P.M., and made during that time 79,972 revolutions, which gives an average of 168 revolutions per minute. The next was the bi-sulphide of carbon test. The glycerine in the boiler was heated up to 230° temperature, and a start was made at 9 P.M. The fire was taken out after the proper temperature was obtained, and a new fire made from the weighed fuel. As will be seen from the card, the engine stopped at 2.40 P.M.; time, 338 minutes; 27 minutes stop during the run; actual running time, 306 minutes; made during that time, 54,852 revolutions, or 179 revolutions per minute.

The inventor, Mr Fell, has prepared the following interesting monograph on the new motor:

The value of a motor is in proportion to the number of pounds of weight that can be raised a given height in a given time, with the least expenditure of fuel. The best constructed steam-engine, with all its improvements, of double expansion (compound engines), condensers, cut-offs and heaters combined, does not realize to-day more than one-eighth the actual theoretical or thermo-dynamic value of the fuel consumed. We are constantly looking for improved ways for saving part of this enormous waste. It is, however, well understood that the utilization of heat (which alone is power), in connection with water, has been perfected, very nearly, to its maximum effect. The causes which forbid any nearer perfection are also well known, the primary one residing in the fact that water is a bad absorber or non-absorber of heat, and does not, nor ever did, furnish a particle of force as water. Heat alone is power. An enormous expenditure of fuel, part of this subtle fluid by conduction, is made to pass through the metal of the boiler, while the great balance thereof is carried up the flues, and lost.

Remove this water from the boiler and substitute any other agent whose power of absorption is superior, and you have a partial remedy. There is but one substance alone, in the fluid condition, equal to meet the many requirements of a heat absorber, and that is glycerine. The characteristics peculiar to such substances as oil, alcohol, acids or soluble salts preclude them out of consideration. In order to illustrate the superiority of glycerine over

water for conveying heat it is only necessary to understand that if we take two similar vessels, or boilers and charge them with the liquids and bring them under the same conditions in contact with heat, that glycerine will absorb just double the increments of heat in the same time, it thus, as it were, bottles up power; but it is capable of furnishing any volatile fluid, gas or vapor for the heat to expand. If it were like water in this respect, the steam engine would have gone out of existence years ago, or at the time when the properties of glycerine were first understood by Scheel. Now, while there would be an economy found by using an injection of water in connection with glycerine, yet, by the application of the latter, we are enabled to bring into use a substance long known, and understood to be fully capable of affording all the expansions or volume necessary for a cheap power. Bi-sulphide of carbon (liquid carbon) is by heat expanded into a dense dry vapor, which in every respect imparts motion to machinery in the same way as steam. From various runs and tests made with the new Carbon Motor and conducted openly under the supervision of the best engineers this country affords, both in the East and in San Francisco, it is now, not so much a question of success, as it is how much superior it is to steam. For two years it has been quietly worked, for information under the management of the inventor and other engineers.

I do not say that the Carbon Motor, as now presented to the scientific world, is the application of the latter, we are enabled to bring into use a substance long known, and understood to be fully capable of affording all the expansions or volume necessary for a cheap power. Bi-sulphide of carbon (liquid carbon) is by heat expanded into a dense dry vapor, which in every respect imparts motion to machinery in the same way as steam. From various runs and tests made with the new Carbon Motor and conducted openly under the supervision of the best engineers this country affords, both in the East and in San Francisco, it is now, not so much a question of success, as it is how much superior it is to steam. For two years it has been quietly worked, for information under the management of the inventor and other engineers.

"It is now about thirty years since the properties of bi-sulphide of carbon (liquid carbon) were clearly defined, but it is only within the last five years that its use has crept into the arts and sciences. Every year finds some new and important application. At the present time, over two million pounds are used per month by the manufacturers of rubber, and for the extraction of oils, etc. The property of great expansion of its liquid into vapor by heat, has long been known, but until the combination brought about by using it in connection with glycerine, its enormous force has been objectionable as a motive power. The carbon motor applies this power successfully and under perfect control; the glycerine not only acts as a heat absorber, but as a lubricator to all parts of the mechanism. The motor recommends itself not only for its great saving of fuel, but for its unlimited source of quick power to meet an emergency. The material used is not consumed, but used indefinitely. Bi-sulphide of carbon is easily made, and the material is on hand at nearly every mine, and in every city in the United States."

As an example of the great economy of the new motor, we will suppose a side-wheel steamer of 700 horse power, making a trip of thirty-five days to China. She would consume 800 tons of coal to give her the necessary steam power. With the new carbon motor she would require only 270 tons of coal. The difference would be a saving of 530 tons, which, at \$8 a ton, would be \$4,240. There would be this additional saving gained that could be used for freight, which, at \$15 a ton, would be \$7,860. Total, \$12,100 gained on one trip by the superiority of the new motor over steam.

The patent on the Pacific Coast is owned by Mr Donald McLean. A number of gentlemen have associated themselves with him, and a company for the introduction of the new carbon motor will be formed in a few days. It can be expeditiously introduced in connection with every engine in this city with scarcely any extra cost for new machinery, and with, as shown above, a very large saving in greatly increased power. By it a boiler capable of running a 20 horse power engine can be used on an engine of 60-horse power with complete success. In fact, its safety, efficiency and economy commend itself at a glance.

DANGEROUS CARGOES.

(From the Shipping and Mercantile Gazette.) On the 13th of June last year we commented upon a report to Lloyd's Register Committee, on the decomposition formed in the hold of the *Glengalm* by the action of sulphuric acid and iron in contact with salt water. We then stated that, in addition to the danger arising from the eating away of the iron frames and plating of a ship, galvanic action would create heat, which would appear from a case tried at Mareilles before the Tribunal of Commerce, that a vessel was abandoned at sea from fire in the hold, alleged to have been caused by sulphuric acid. Smoke was observed coming up from the hold of the vessel, and on removing the hatches fire was found to be raging. Seeing no hope of saving the ship, the Captain and Crew abandoned her; but before leaving it was ascertained that six feet of water were in the hold, and that they were diluted with sulphuric acid. The cargo having been insured, its Owner obtained under the Policy; but the Underwriters refused to pay the value of the lost goods on the ground that the loss did not occur from a peril for which the Underwriters were liable. It was sought to prove that the cargo which formed the subject of the suit perished from its own inherent vice and not from the dangers or accidents of the sea. The sulphuric acid was contained in carboys; and the Court held that in the absence of evidence to the contrary, the breakage of those vessels might have arisen from the rolling of the ship in bad weather; and that if the Policy declared objects liable to fracture free of Particular Average, no clause in it released the Insurers from their responsibility for a total loss having its origin in the destruction of goods of a fragile nature. In fact, if the Underwriters undertook to indemnify the Assured from

the total loss of his property by perils of the sea, fire would be included in the risks, however brought about. There was no attempt made to show that the cargo was not properly stowed, or that the ship was unseaworthy at the time of sailing. The abandonment of a ship on fire was justifiable, and this alone would fix the liability of the Underwriters on the cargo. The carboys, it was said, were broken, and therefore, the sulphuric acid would mix with the salt water in the hold. The ship, however, had alkali as a portion of her cargo, and if that got mixed with the salt water a strong galvanic current would be generated, which might possibly get up a sufficient heat to bring other chemical combinations into play. Sulphuric acid, when brought into contact with sea water, will decompose iron and eat away wood; but in either case the process is a slow one. The Tribunal of Commerce were of opinion that the liquid spilt in the hold of the *Navismit* "might have corroded the wood so as to open a leak;" but there was no evidence to warrant any such surmise, and the comparatively small quantity of water in the ship when the Crew were taken off, did not bear out the theory that the foundering arose from an inlet of the sea through an aperture in the hull. The ship had carboys of nitric acid in addition to the sulphuric, and the former is likely to have burst by the warmth under deck and the constant shaking by the rolling and pitching of the vessel. Nitric acid is a compound of nitrogen and oxygen, and is largely used in many branches of industry. It is strictly prohibited to be carried on board mail packets, and many Ship-owners decline to take it because of its assumed property of becoming gaseous by the perpetual agitation it undergoes on shipboard. Acids when sent for shipment are not always properly described, and, even if they were, it does not follow that Agents should be thoroughly acquainted with their special affinities. The common nitric acid, in such demand by chemists, is a different compound from nitro-benzole, or nitro-hydrochloric acid. It depends upon what may be mixed with the nitrate of potassa to constitute an explosive substance or liquid. When nitric or sulphuric acid is enclosed in hermetically sealed cans there can be no chance of spontaneous combustion, when, however, those two acids with alkali in a salt water bath, and are washed to and fro in the hold of a ship, it would require a well-skilled person to declare what elements would be evolved. In the bilge water of ships such a variety of ingredients would be detected on analysis that we fear some difficulty would arise from a merely theoretical consideration of the question. Cargoes of many descriptions are conveyed, and, therefore, the wasting of the bilges might add extraneous matter. The Master of the *Navismit* asserts that the cargo in the hold was on fire, and that oil casks and such things as would tend to promote spontaneous combustion were not stowed there. Had smoke issued from the cabins the cause of the fire might have been more readily conjectured than it can be at present from the evidence adduced. A cargo of nitric and sulphuric acids, turpentine, and alkali, would afford reason for alarm when smoke was discovered coming from the hold. Carbonic acid gas is applied to extinguish fires; but we fear that no fumes could be generated from the acids on board the *Navismit* that would have smothered the conflagration when it burst into a flame. The explanation afforded respecting the fire in the ship is not so satisfactory as to be held conclusive, for if the carboys of sulphuric acid only were broken, it is doubtful whether a fire could by any possibility have occurred exclusively from that cause. If, however, the nitric acid came into contact with the turpentine, combustion may be accounted for.

HOW THE AMERICAN COMMUNISTS SETTLE THEIR LITTLE DIFFERENCES. A lively little scene occurred at the Kearney-street Humboldt Hall meeting of yesterday, during which Slocum "slogged" Wellock, and the latter retaliated with stiletts upon his opponent. It appears that when some of the country delegates met at the Hall, they found the doors locked, but upon obtaining admittance, Emperor Norton delivered himself of an oration. W. N. Slocum then informed the audience that Kearney had noticed the country members away by stating that the meeting would be held elsewhere. Wellock immediately upheld the King of the sand lots, and asked Slocum how he obtained this information, or what he based it on. A few words were interchanged, Slocum insisting that an emissary from Kearney's camp had been employed to beguile the country delegates. Wellock then replied with a good deal of emphasis: "You are a d—d infamous old liar."

The words had hardly passed his lips before he received a stunning blow in the mouth from Slocum's fist. Wellock then remembered his training, and endeavored to reduce the quantity of breath in Slocum's body by planting a blow in his bread-basket, with his left, and clutching at Slocum's throat with his right, but the awkwardness of the grapple brought both contestants to a heap over the benches. Slocum still kept up his peppering on the countenance of Wellock, and was fighting manfully, when the by-standers rushed to the rescue and pushed off his heavy opponent. Slocum's claim to having drawn first blood was immediately allowed, as the carmine was trickling freely from Wellock's "potato trap." The collar which Wellock had torn from Slocum's neck was not recognized as a trophy, only straight blows counting, and the "grab" at a collar could not come in that category. As the contest terminated, Slocum was several points ahead.—*Alta California.*

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.—

VESSELS TO ARRIVE
AT HONGKONG.

When left.	Name.	From.
19, Oct.	Onoar,	Hamburg
Nov.	3, Elizabeth Shields,	Hamburg
Dec.	1, Glengaber,	Flushing
25, G. B. S.,	Liverpool	
Jan.	18, Elvetio,	Cardiff
Feb.	27, Earl of Devon,	Antwerp
Mar.	7, Nourmahal,	London
4, Hedwig,	Cardiff	
22, Elvito,	Fenarth	
Mar.	3, Prince Amadeo,	Cardiff
9, Mabel Clark,	Liverpool	
9, Josephus,	Fenarth	
12, Penarth,	London	
14, Bertie Bigelow,	Flushing	
12, Landseer,	Liverpool	
18, Alice D. Cooper,	Fenarth	
20, S. Vaughan,	Cardiff	
20, Sontag,	Nosile (N.W.)	
23, Orade,	Liverpool	
23, Manila II.,	Cuxhaven	
30, Bristolian (s.),	Antwerp	
30, Imbat (s.),	London	
Apr.	6, Maritime Union,	Cardiff
6, Benefactor,	New York	
11, Hamburg,	Hamburg	
15, Lizzie Parry,	Antwerp	
15, Dartmouth,	London	
16, Invincible,	Fenarth	
22, India,	Cardiff	
23, Rosie Welt,	Liverpool	
May	1, Ada Malmore,	London
2, Malrose,	Liverpool	
2, Cormo,	Fenarth	
5, Imperatrice Elisabeth,	Liverpool	
5, Stricknam,	Cardiff	
6, Challenge,	Cardiff	
6, Southern Cross,	Fenarth	

LOADING FOR CHINA AND JAPAN PORTS.
At London.—Steamers via Suez Canal.
Gleniffer. Sted Amsterdam.
Sailing Vessel.
Banian. Marina.
Melbrook. At Liverpool.
Eliator (s.)

Miscellaneous.

The spirit of Benjamin Franklin materialized at a dance last evening sufficiently to say in a decisive tone of voice: "You claim to have progressed, and you have entered on your second Centennial, and you haven't hung an umbrella or an insurance wrecker yet." And he snorted three times contemptuously, and doated through the store-rooms hole.—*New York Graphic.*

It is a significant fact that in the opinion of Government, India can afford to spare part of her regular army for service in Europe, in the event of hostilities breaking out between England and Russia. Our Russian phobias have always been telling us that danger of our Indian Empire, and that if ever war were declared, we should require every soldier we have in the country, to resist the attempts that would be made, at the

investigation of Russian agents, to throw off our rule. It now appears that the force at our command is more than sufficient to avert any danger which may threaten us from that quarter; in other words, that India is burdened with an unnecessarily large military establishment. But it will be said, it would be unwise to make any reduction, because the troops we have might not only be utilized with advantage in other parts of the world, but would afford an admirable nucleus for further recruiting on a large scale, should England ever be engaged in war with the Continental Powers of Europe. If this be so, then England ought at least to bear some share in the military expenditure of India. It has often been urged that our Native Army might be considerably diminished, if the Government would but muster up courage to tell Scindiah that some limit must be put to the incessant enrolment of new levies in his territory; but we now find that this might be done without any simultaneous curtailment of the military strength of the Native Princes.—*Friend of India.*

Quotations.

HONGKONG, June 21, 1878.	
OPIMUM.—New Patna, cash,...	\$610 a 612½
" Old Patna, cash,...	None
" " " " " " " "	credit
" New Benares, cash, 580 a 582½	credit
" Old Benares, cash, None	credit
" New Malwa, cash, 802½	credit
" Allowance Tels, 6 a 12	credit
" Old Malwa, cash, 807½	credit
" Allowance Tels, 6 a 12	credit
CAMPHOR, ...	16.00 a 16.25
QUICKSILVER, ...	61.50 a 62.00
SALT PETRE, ...	6.20 a 6.50

Exchange.

Bank, on demand, ...	3/10½
" 30 days' sight, ...	3/10½
" 6 months' sight, ...	3/10½
Credit, ...	8/11½
Documentary, 6 months' sight, ...	8/11½
Bombay, demand Rupees, ...	227
Calcutta, ...	227
Shanghai, demand, ...	72½
" 30 days' ...	78
Bar Silver, 17, dwts. 2, ...	8%
Sycee, ...	8%
Mexicans, ...	8 p.m.
Gold Leaf, ...	5.07
English Sovereigns, ...	5.07
Australian Sovereigns, ...	5.07
Discount, ...	7 to 9%

Shares.

Hongkong Bank, 69 % prem.	
Union Ins. Society of Canton, \$1,300	
China Traders' Ins. Co., \$1,425	
Chinese Insurance Co., \$294	
Yangtze Ins. Assoc., Tls. 650	
North China Ins. Co., Tls. 1,050	
H.K. Fire Ins. Co., \$730	
China Fire Ins. Co., \$200	
H. K. & W. Dock Co., 11 %	
H. K. O. & M. S. S. S. Co., 33 ds	
Shanghai Steam Navigation, Tls. 21	
Hongkong Gas Co., \$80	
Hongkong Hotel Co., \$60	
China Sugar Refining Co., 30 % prem.	
Chinese Imperial Loan, \$106,107.	
Do. of 1877, \$105.	

